4. Regarding the establishment of municipal tolls, you see that yours is not one of the major municipalities, nor is it at the top of the minor municipalities. Consequently, it is against the principle followed in such cases to allow you to open a toll gate on the road. Further, if you did open a toll gate at Changanachery, the travelling public will have to suffer from three toll gates between Kottayam and Tiruvalla, in a distance of 18 miles, that is, they will have to pay a toll roughly for every six miles. I do not think you yourself wish to inflict it upon the public. As I told you, there are waterways and the Government will raise no sort of objection to your levying tolls on your *vallams*.

135. Needs of Changanachery town.

MR. ITTIYAVIRA TARIAN (*Member, Trading Classes, Changanachery*) suggested the opening of a canal directly connecting Changanachery and Alleppey towns. Hill produce to the value of Rs. 50 lakhs passed through Changanachery for shipment at Alleppey annually. The proposed short cut would facilitate transport as the distance would be reduced by about eight miles. As the proposed canal passes through *Kandukrishi* lands, the cost of compensation would not be high ; and the expenditure might be recouped in part by the auction sale of portions of the present canal which would then become useless. The construction of the canal would also not be an expensive proposition as it would pass mostly through *punja* lands. Medical relief would be within easier reach of the people inhabiting the region between Alleppey and Changanachery. Changanachery was fast becoming an educational centre and the people of Kuttanad should be given easy access to the place. The work should be taken up at once and the usual plea of want of funds should not stand in its way.

Changanachery possessed a very busy and well-known market. The Changanachery-Cherukara *todu* carried the lion's share of the traffic, which was from Ernakulam and Cochin. The *todu*, ten miles long, was narrow, shallow and full of bends. Steam boats could not ply, boats could not use their sails and big *vallams* were often stranded. The cost of acquiring new lands would be counterbalanced by the receipts from the sale of the abandoned portions ; and the direct and indirect advantages that would accrue to the trade of the country would justify the expenditure.

The Changanachery-Vazhur road was in a deplorable condition. It should be repaired and metalled wherever necessary. The bridges at Kannod, Perumpanachi and Kunipalli should be strengthened, and the road rendered fit for motor traffic.

A shed should be constructed at the market landing. The Magistrate's court at Changanachery should be re-established. About 40 separate representations had been made in the matter ever since the abolition of the court. A public recreation ground should be provided in the heart of the town.

DEWAN'S REPLY: Mr. Ittiyavira Tarian, I am given to understand that the canals you propose are already covered by natural waterways ; all that is required is to link them up by cutting the intercepting bits of land. The Chief Engineer has called for a plan and statement of the area. He will, after the receipt of it, consider the question of a canal.

2. Then you turn to the Changanachery-Vazhur road. It is only between the 6th and 9th miles that the road is somewhat difficult. The question of recoating it with metal has already been taken up.

3. In regard to the establishment of a Magistrate's court at Changanachery, if you had listened to what I had said in reply to a previous representation, you will find your request for a Magistrate's court superfluous. Nevertheless, I will take the trouble of repeating the reply I have given and, that is, that the Government have ordered that the Munsiff at Changanachery be invested with magisterial powers.

4. In regard to the public recreation ground that you require at Changanachery, I would refer you to the reply that I gave to the previous Member.

136. Needs of the Kottayam taluk.

MR. KORA OUSEPH (*Member, Kottayam taluk, Group II*) said that the ryots in Kottayam taluk suffered from drought, floods, scarcity of manure and cattle trespass. Cattle pounds should be established in each *pakuthi*. Owners of trespassing cattle should be punished. There were no grazing grounds.

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The lock at Vaikam was not useful to prevent the ingress of brackish water. The construction of a *chira* from Kallarai westwards to Vechur and the removal of the lock to the place where the Puttan *todu* met the *chira* would not only safeguard the *punja* lands, but would, when the groynes and sluices further down were removed, help the *mundakan* cultivators of Vaikam, Vadayar and Kadutturutti and serve to make a saving in the present expenditure incurred on the groynes, etc., annually. This *chira* would also provide a route from Vaikam to Ettumanur. The alignment could be along the outer bunds of the *Kari* lands.

Rules under the Village Panchayat Regulation, VII of 1100, should soon be issued. In the meantime, a committee should be appointed to control the culverts, groynes, etc., between Vaikam and Pennar *todu*. The groyne at Pennar was damaged by neglect but had now been restored with remarkable advantage to the adjoining fields at the instance of local ryots. *The muttu* should be made permanent as in the Puttan *todu*.

A model paddy farm should be opened at Kaipuzha as at Kuppapuram near Alleppey. As there was considerable difference between the soils at Kuppapuram and the *punjas* at Kaipuzha, Manjur, etc., it would then alone be possible to find out suitable manures. Adequate encouragement should be given to those who helped in checking diseases of plants and trees.

The following roads should be opened or improved :—

(i) The road from Chunkam to Aimanam took its course *via* Pandavam and met the road to Kumaranallur. If the *poramboke* to the east of Vasudevapuram can be utilised and two furlongs of road built, the road to Kudamalur ferry could be directly linked to the Kottayam road. A bridge should be constructed at the Kudamalur ferry, and the road to Arpukara and Mannanam, and that to Pala *via* Kaipuzha should be made fit for cart traffic.

(ii) A bridge should be constructed near the old Chunkam at Kudamalur. If a new bridge was considered unnecessary owing to the proximity of Nagampadam bridge, the proposed railway bridge should be so constructed as to be available for ordinary traffic as well.

(iii) To open up Akalakkunnam, Vijayapuram, Kidangur, etc., the roads from Manarkad to Kidangur, and from Mattakara to Punnattura river along the bank of the Pannagam *todu*, a road running south from Kidangur as far as the Kottayam-Kumili road, and from that road to Poottuchira should be opened.

Investigation should be conducted as to whether the diversion of the Minachil river at Pallikkunnu and Atirampuzha, to the Atirampuzha canal and thence to Kaipuzha canal would not facilitate communication, prevent flood damage and improve the fertility of the *punja* lands.

The Ettumanur Munsiff's court should be re-established by transfer either from Kottayam or Vaikam where there were additional courts. In the alternative, at least a Munsiff-Magistrate should be appointed at Ettumanur.

DEWAN'S REPLY: Mr. Kora Ouseph, you have given us a long list of requirements and all that I can do at the present moment is to assure you that your representations will receive careful attention.

137. Needs of the Kottayam town.

MR. M. PUNNOSE JACOB (*Member, Municipal Council, Kottayam*) said that all applications for lands available for registry within towns should be allowed. Gross injustice was being caused by the mistakes in measurements committed in the original survey or by the Assistant Tahsildars. A typical case was that of the alleged encroachment on survey No. 122/26 B, 2 cents of land containing a stone *kayala* and a mango tree 30 years old being included in the adjoining survey No. 121/31. The Assistant Tahsildar valued it at Rs. 50 per cent. while Rs. 2 is nearer the maximum price. In fixing ground value and tax, the soil, situation, productivity and other matters should be considered. The present rules regarding assessment were very severe, as land taxed at one fanam per acre at the settlement might now be assessed to Rs. 572. Not all area in municipal towns is of a distinctly urban character.

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